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SECURITY INFORMATION

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50X1

Flying Training and Flying Procedures:

1. Q. Did all the pilots who started flying school graduate?

   A. Of the 600 cadets who entered the initial phase of Polish Air Force training with me approximately one-half were destined for fighters and the other half for bomber and cargo-type aircraft. Of the 300 who were to become fighter pilots only about 100 actually completed flight training.

2. Q. Give more details on the instrument training (Hood). Which aircraft?

   A. Training was received in a Link Trainer (I saw a "Made in USA" label) which had a cockpit which simulated a single-engine jet aircraft.[1] I never heard of using the radio compass to determine time and distance from the station, and am unfamiliar with range and radio compass let-downs. Instrument training was given in UT 2, YAK-11, and U MIG-15 aircraft. The student rode in the back seat completely covered by a hood.[2] Instrument flights usually lasted about 30 min., and consisted of the same exercises as were practiced in the Link. The only instrument check with which I was familiar was one given in the U MIG-15. A pilot who successfully completed this check was considered qualified for

~~SECRET~~

SECURITY INFORMATION

50X1 [redacted]

weather flying.

50X1

3. Q. Describe training received in cross-country flying.

A. [redacted]

4. Q. Describe "spin" recovery procedure.

A. Spins were taught and practiced in the UT-2, YAK-9, and YAK-11, but not in the MIG-15 aircraft. Although we were never given any particular warnings by our instructors, my fellow pilots and I were of the opinion that when the MIG-15 goes into a spin it is almost impossible to recover. The only difference between the spin recovery procedure for the MIG-15 and the other types of aircraft was that in the MIG-15 the first step was to apply full rudder in the direction of the spin, hold it for about two turns, and then follow the procedure used for the UT-2, YAK-9 and YAK-11, i.e., full opposite rudder and pop stick forward; when the turning stopped and sufficient flying speed had been reached, the pilot pulled out of the dive.

5. Q. What procedure would be followed if the radio compass failed and an instrument approach were necessary because of low ceilings?

A. If the radio compass failed, the pilot contacted the DF station located at the outer marker beacon. After the pilot had given a voice transmission which enabled the DF station to get his position, he was given a heading to the station (also the outer marker beacon). This procedure was repeated as often as necessary to insure passage over the station. When the aircraft passed over the station the pilot was notified by the DF station, and he automatically took up the heading to the airfield, letting down in the same manner as he would normally.

Aerial Gunnery; Flying Characteristics; Intercept Missions:

6. Q. Exactly how is the aircraft controlled in the final attack phase of an air-to-air combat?

A. During air-to-air combat, the pilot was in touch with and vectored by the ground controller at all times. After sighting the enemy the pilot was on his own as to the angle and direction of attack. There was no standard procedure.

7. Q. Did you notice any tendency for Dutch Roll or snaking as the Mach number increased when making an attack?

A. I never engaged in gunnery practice while flying at a high Mach number. Gunnery was done when flying at 400 to 500 km. per hour. I have never heard of any instability at higher Mach numbers.

8. Q. Did you ever look at films showing the results of firing?

A. No.

9. Q. Have you ever seen an analysis of the recorded films?

A. No.

50X1 [redacted]

10. Q. What were the dimensions of the tow target?

A. Approximately 1 x 12 m.

50X1

11. Q. Although it was stated [redacted] that 400 m. was the distance at which attacks were broken off, what was the actual distance used by members of your squadron when making qualifying tests on the tow target?

A. Most pilots flew to within 200 m. of the target because hits were easier to obtain closer in.

12. Q. What kind of maneuvers did the tow target perform during practice attacks?

A. Straight and level flight.

13. Q. At what speeds did the tow target fly?

A. 300 to 350 km. per hr.

14. Q. Give details of assessment of gun camera film. How often, etc?

A. The chief of gunnery in the regiment assessed film after gunnery flights on a small desk viewer. The pilots were informed of the errors made during their gunnery training. Pilots could also look at their results by holding film up to the light. I have no further information.

15. Q. Were searchlights used on any intercept missions?

A. No.

16. Q. Was there any difference between the procedures used in daytime and at night on intercept missions?

A. No. The pilot was given a heading and an altitude to climb to immediately after take-off. He was then vectored to within sight of the target; the direction of approach was left up to the pilot.

50X1

Miscellaneous

17. Q. [redacted]

A.

18. Q. What is cloud flying?

A. Cloud flying is weather flying.

19. Q. Do you always fly in pairs? Why?

A. We always flew in pairs on tactical type missions. However, we also flew alone at times, in such things as practicing aerobatics.

20. Q. Give details on readiness A/C - how many, etc? 50X1

A. There were always four MIG's on the alert on the readiness apron. At times there were six MIG's but two of these were there only on a training intercept type mission. I was informed by mechanics that burner cans cracked more often when flying in weather. 50X1 cannot elaborate..

Comment: [redacted] the exercises practiced were similar to those in use in the USAF, i.e., the A and B patterns, with varying altitudes and air speeds. Cross-country flights and let-downs were also practiced, the let-downs being the beacon approach method used when flying the MIG-15.

Comment: [redacted] 50X1 description, it sounded very much like the hood used in the USAF T-6 trainer.

50X1

Comment: See also [redacted] "Meteorological Facilities and Training in the Polish Air Force", and [redacted] "Aero Medicine in the Polish Air Force".

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50X1